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[Research](#)[Events](#)[Education & Careers](#)[Publications](#)[Faculty & Staff](#)[About CTS](#)[Catalyst](#)[Journal of Transport & Land Use](#)[Freight and Logistics E-News](#)[Videos](#)[Annual Reports](#)[Research Reports](#)[Research Summaries](#)[Proceedings](#)[Library Services](#)[Subscribe to Newsletters & Announcements](#)[Order Publications](#)

Freight and Logistics E-News August 2006 (Vol. 4, No. 2)

[Current Issue](#) | [Previous Issues](#) | [Subscribe](#)

[Plan now to attend the tenth annual Freight and Logistics Symposium](#)
[Minnesota Freight Advisory Committee spring meeting recap](#)
[U of MN supply chain management program, October 2006](#)
[New ATRI research: Predicting truck crashes based on commercial driver behavior](#)
[Commercial Truck and Bus Safety Synthesis Program publications available](#)
[FHWA 'Talking Freight' seminars](#)

Plan now to attend the tenth annual Freight and Logistics Symposium

The tenth annual Freight and Logistics Symposium will be held on December 1, 2006, at the Four Points Sheraton Metrodome in Minneapolis. This year's symposium will focus on environmental innovations in freight transportation. Representatives from the business community, academia, and the public sector will describe current environmentally sensitive practices as well as discuss new directions and trends within the industry for "greening" the supply chain. **Larry Lair**, general manager of 3M's Traffic Safety Division, will make the keynote presentation, focusing on 3M's current environmental practices.

Minnesota Freight Advisory Committee spring meeting recap

The Minnesota Freight Advisory Committee (MFAC) met June 8, 2006, for its spring quarterly meeting in Bloomington, Minnesota.

John Tompkins, manager of Freight Planning and Development at Mn/DOT, outlined the plan for implementing the [Minnesota Statewide Freight Plan](#), which was completed in 2005 with significant input from MFAC. Discussion focused on safety issues, and generated interest in more extensive truck-crash analysis aimed at reducing accidents. Attendees offered several suggestions regarding available methods and technology to address truck accident analysis, including tying analyses to freight generators, connectors, and corridors.

Adolph Ojard, director of the Duluth Seaway Port Authority, provided an overview of Duluth Port activities, trends, and directions, with emphasis on freight services opportunities of possible interest to MFAC shipper members. Also discussed: Jones Act constrictions on U.S. port-to-port movements; a lack of competitiveness among U.S. shipyards with foreign shipbuilders; the value of transit-time comparisons between the port and alternative modes when quoting freight service; the pros and cons of roll-on/roll-off ferry service between Thunder Bay and Duluth; and the possibility of a follow-up study on truck driver hours of service benefits for roll-on/roll-off by the Great Lakes Maritime Research Center.

2006 Minnesota legislative session review

- **Betsy Parker**, director of Mn/DOT's Office of Government Affairs, offered tips to members for contacting legislators about proposed truck size and weight legislation, which included provisions primarily for heavier trucks.
- **Bill Gardner**, director of Mn/DOT's Office of Freight, Rail and Waterways, discussed the outcome of 2006 bonding efforts to fund legislative requests for the Minnesota Rail Service Improvement (MRSI) program (\$2 million) and the Minnesota Port Development Assistance program (\$3 million). Proposed changes to the MRSI program to provide direct grant moneys for rail improvement investments failed to pass along with the larger transportation bill. Mn/DOT has initiated a comprehensive review of the MRSI program, which will be discussed at a future meeting.

Chairman's forum highlights

- **Jason Bittner**, deputy director of the Midwest Regional Transportation Center, presented an overview of Upper Midwest freight transportation as developed from the Upper Midwest Regional Freight Transportation Corridor Study.
- Members discussed the education and training needs of future freight transportation company operators and professionals.
- Members expressed interest in an in-depth review of the ethanol/biodiesel industry and programs in Minnesota, with special emphasis on the economic impacts.

MFAC is a partnership between government and business to exchange ideas and recommend policy and actions that promote safe, productive, and sustainable freight transportation in Minnesota. MFAC consists of representatives from Minnesota's shipper and carrier communities, as well as a variety of other interested organizations. MFAC

provides advice to the Minnesota Department of Transportation and the Metropolitan Council regarding freight issues and investments. For more information, contact Bill Gardner, Mn/DOT Office of Freight & Commercial Vehicle Operations at 651-406-4806 or william.gardner@dot.state.mn.us.

U of MN supply chain management program, October 2006

The [Carlson Executive Development Center](#) at the University of Minnesota is hosting a 2–1/2-day program on supply chain management October 17-19, 2006.

The Supply Chain Management program is designed to help you realize the full capabilities of your supply chain and develop a supply chain strategy appropriate for your business. In this program, you will learn how to:

- Streamline the flow of materials, information, and finances throughout your supply chain
- Redesign your sourcing strategy to improve supply chain cost, flexibility, and speed
- Determine which technologies can add value to your supply chain operation

The program fee of \$2,500 includes tuition, program materials, coffee breaks, and lunches. For more information on the Supply Chain Management program or to register online, visit the Carlson Executive Development Center website at www.carlsonschool.umn.edu/edc, e-mail edc@carlsonschool.umn.edu, or call 612-624-2545 or 800-388-3863.

New ATRI research: Predicting truck crashes based on commercial driver behavior

In spite of increasing vehicle-miles traveled (VMT) and increased congestion over the years, the trucking industry has seen a general downward trend in fatal, injury, and property damage crash rates over the last 20 years. However, both industry and government recognize that more must be done to reduce the overall number of large truck crashes.

A recent [American Transportation Research Institute \(ATRI\)](#) research project, titled *Predicting Truck Crash Involvement: Developing a Commercial Driver Behavior-Based Model and Recommended Countermeasures*, has developed an analytical model for predicting future crash involvement based on prior driver history information. A second objective of the research, conducted in conjunction with the Commercial Vehicle Safety Alliance (CVSA), was to identify effective enforcement actions to counteract the driving behaviors and events that are predictive of future crash involvement.

To read more, download a [summary of the report](#) (144 KB PDF) or [request a copy of the full report](#) from ATRI.

Commercial Truck and Bus Safety Synthesis Program publications available

The federal [Commercial Truck and Bus Safety Synthesis Program](#) (CTBSSP), sponsored by the [Federal Motor Carrier Safety Administration](#) and administered by the [Transportation Research Board](#), compiles knowledge from sources relating to specific commercial truck and bus safety issues. CTBSSP publications are online at www4.trb.org/trb/crp.nsf/reference/appendices/ctbssp.

Here are recent CTBSSP publications, with summaries from the TRB Web site:

- [Alternative Truck and Bus Inspection Strategies](#) (CTBSSP Synthesis 10) explores the characteristics of the various types of alternative commercial truck and bus inspection strategies currently being used by law enforcement agencies. The synthesis examines how vehicles are selected for inspection; how, when, and where vehicles are inspected; and the consequences of violations. The synthesis also provides information on the effectiveness of the inspection strategies, documenting benefits such as reduced costs and improved resource allocation.

FHWA 'Talking Freight' seminars

Upcoming topics and dates for the "Talking Freight" online seminars from the [Federal Highway Administration \(FHWA\)](#) are listed here. See the [Talking Freight Web site](#) for further details.

September 20, 2006 Freight Financing 1:00 p.m. - 2:30 p.m. EDT **October 18, 2006** Planning for Hazardous Materials 1:00 p.m. - 2:30 p.m. EDT



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